

The Qu'Appelle Progress.

Vol. IX.

QU'APPELLE, N. W. T., THURSDAY, FEBRUARY 15, 1894.

No. 18.

QU'APPELLE.

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A. KOLLEHEAD, House, Sign and Ornament Painter, Greening, Glazing, Paper Hanging and Kalsomining promptly executed.

C. H. NEAT MARSH, Fresh Meat and Poultry kept constantly on hand, lowest prices. N. H. Bess, Proprietor.

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Lands for Sale

IN QUANTITIES TO SUIT PURCHASERS, AND ON VERY EASY TERMS.

40,000 ACRES TO CHOOSE FROM,

Within easy distance of the Indian Town of Indian Head and Qu'Appelle Station, on the Canadian Pacific Railway, with Churches and Schools for all.

SPLENDID

Wheat Growing Land.

And suitable for Farming.

In all its branches.

Intending Settlers only need apply.

WALTER B. SHEPPARD,

LAND COMMISSIONER,

The Canadian Cattle Co., Ltd.,

Indian Head, N.W.T.

CREAMER BROS.,

Veterinary Surgeons,

OF REGINA, AVE.

Opened an Office in

Qu'Appelle,

And may be found there constantly to treat all diseases of animals.

OH, SAY!

Did you see those pretty

Baby Carriages

Where there is such a fine display

of FURNITURE, PICTURE

FRAMES, &c., &c.?

No! Where is that?

At Bulyea's Store,

OF REGINA.

FARM LANDS

FOR SALE.

The North-West Lands of the

Estate of the late W. R. THISTLE,

comprising

4,000 ACRES

Of Valuable Improved

FARM PROPERTY

ARE NOW OFFERED

FOR SALE ON

Most Reasonable Terms.

For full particulars apply to

A. D. DICKSON,

BARRISTER,

C. Babbitt,

Watchmaker

AND JEWELLER.

Has on hand the balance of Xmas

Stock of Jewelry, consisting of

Watches, Chains, Charms, Lockets,

etc., Ladies' Watches, Pins, Ear-

rings, Brooches, etc.; also some

Ladies' fine Rings. All going for

three weeks at

Rock Bottom Prices.

CHEAP FUEL.

Galt Coal, Lump, F.O.C., car lots,

\$7.25; delivered retail, \$8.80.

Galt Coal, Egg, F.O.C., car lots,

\$5.75; delivered retail, \$6.50.

Spring Stalks, \$3.50 per cord.

Anthracite, Steve, F.O.C., car lots,

\$9; delivered retail, \$10.

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delivered retail \$4.75.

Coal sold for Spot Cash only.

J. H. MacCAUL,

QU'APPELLE.

A. J. Osment

GENERAL

MERCHANT

AND DEALER IN

Undertakers' Supplies,

FURNITURE,

STOVES and STEAM

FITTINGS.

Indian Head, - Assn.

DRUGS

AND

STATIONERY

AT

CARTHEW'S

DRUG STORE

QU'APPELLE.

CLEARANCE

SALE.

GOODS MUST BE SOLD

REGARDLESS OF COST.

Great Bargains.

CLOSING UP THE

BUSINESS.

Come early and make

your purchases.

ESTATE OF

G. P. MURRAY,

Indian Head, Assn.

OCEAN STEAMSHIPS.

ROYAL MAIL LINES.

Cheapest and quickest route to the Old

Country.

From Halifax.

From New York.

From San Francisco.

From London.

From Australia.

From India.

From Japan.

From China.

From the Philippines.

Sleighs

With Wood, Cast Iron

or Steel Runners. Six or

seven foot runners.

Cutters

Of all descriptions to

order.

Pumps

For deep or shallow

Wells.

Wheelbarrows

For all purposes and

at all prices.

A good Team of

Roadster Mares and

a Yearling Colt for

sale cheap and on easy

terms.

Cowan &

Edwards

Qu'Appelle and

Indian Head.

A

GOOD

THING

To keep in mind,

That we will have in

proper season a full

assortment of

GARDEN SEEDS

(In bulk or package)

AND

Wall Paper

Also that this is one

of the distributing

places for

GOPHER

POISON

Given FREE by the North-

West Government.

J. P. Creamer & Co.

DRUGGISTS

And Stationers,

Qu'Appelle Station.

The Qu'Appelle Progress.

Is Published every Thursday

At The Progress Printing Office, in the

Room of Qu'Appelle, Assn., Canada.

The rates for advertising space by

contract are as follows:

One column, 10 lines, 100 words, 100

lines, 200 words, 200 lines, 300

words, 300 lines, 400 words, 400

lines, 500 words, 500 lines, 600

words, 600 lines, 700 words, 700

lines, 800 words, 800 lines, 900

words, 900 lines, 1000 words, 1000

lines, 1100 words, 1100 lines, 1200

words, 1200 lines, 1300 words, 1300

lines, 1400 words, 1400 lines, 1500

words, 1500 lines, 1600 words, 1600

lines, 1700 words, 1700 lines, 1800

words, 1800 lines, 1900 words, 1900

lines, 2000 words, 2000 lines, 2100

words, 2100 lines, 2200 words, 2200

lines, 2300 words, 2300 lines, 2400

words, 2400 lines, 2500 words, 2500

lines, 2600 words, 2600 lines, 2700

words, 2700 lines, 2800 words, 2800

lines, 2900 words, 2900 lines, 3000

words, 3000 lines, 3100 words, 3100

lines, 3200 words, 3200 lines, 3300

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MEETING OF COUNCIL.

There was a regular meeting of

the Council of the Municipality of

South Qu'Appelle held in the

Council Chamber on Monday, the

5th day of February, 1894, when the

following members were present:

James Smith (Mayor), G. Smith,

W. G. Vickers, J. R. Dunn, J. Caldwell,

and J. McLean.

The minutes of the previous

meeting were read and confirmed.

A number of communications

from various parties with reference

to taxes and statute labor were read

and referred to Council.

The treasurer's report was read,

and showed that there was \$104.55

to the credit of the Statute Labor

Fund and \$470.39 the General

Fund, making a total of \$574.94.

J. Caldwell moved and J. R. Dunn

seconded that S. C. 24, Tp. 17, Rge.

16 being questionably included in

School District No. 61, the matter

be referred to Councilor McLean

to ascertain the boundaries of said

district, and report at the next

meeting. Carried.

On resuming business, after an

adjournment, L. G. Bell, jr., ad-

ressed the Council re taxes on the

west half of Sec. 4, Tp. 18, Rge. 14.

J. Caldwell moved and J. R. Dunn

seconded that when Dr. Stewart

presents to the clerk a

certificate from Leonard G. Bell

that his statute labor has been per-

formed, the clerk shall issue a

receipt in Dr. Stewart's favor. Carried.

Moved by J. Caldwell, seconded

by J. McLean, that the treasurer

of each school district within the

municipality be requested to furnish

the clerk, without delay, a list of

lands embraced within their several

districts. Carried.

Moved by J. Caldwell, seconded

by J. McLean, that the collector be

requested to collect the school

taxes now in dispute, until further

orders from the Council. Carried.

Moved by W. G. Vickers, seconded

by J. R. Dunn, that the request of

Principal Holmes, of S. John's

College, to taxes on Sec. 31, Tp. 18,

Rge. 14 be not granted. Carried.

Moved by J. R. Dunn, seconded

by W. G. Vickers, that the chairman

General Fund. Carried.

Moved by J. R. Dunn, seconded

by W. G. Vickers, that the clerk

open accounts with all the em-

ployees of the municipality. Carried.

A by-law remitting taxes on

certain lands owned by the C.P.R.

Co., a by-law appointing J. Caldwell

clerk, assessor, and fire, health

and safety inspector and a by-law

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A DISTINGUISHED AUSTRALIAN VISITOR.

An Interview With Sir Thomas Mollwraith.

Warmly Welcomed at Ottawa—He Will Visit Western Ontario.

A long expected visitor, in the person of Sir Thomas Mollwraith, K. C. M. G., ex-Premier of Queensland, but at present Minister of Railways in the Queensland Government, arrived in Ottawa last week, from Australia, via China and Japan. Sir Thomas is accompanied by his wife, Lady Mollwraith, and Mr. H. S. Dutton, his private secretary. Immediately upon his arrival at Ottawa Sir Thomas was waited upon by Hon. Mr. D'Almeida, and other Ministers, and by Mr. Sandford Fleming, C. M. G. In the afternoon Mr. Fleming accompanied Sir Thomas and his lady to the Government House, where they received a very friendly greeting from Lord and Lady Aberdeen. The visitors will be in Canada for some weeks and will visit many of the leading cities before their departure for England. In the evening a correspondent called upon the distinguished Australian and was received with every courtesy. A friendly conversation followed, and the substance was as follows:

"The object of my visit to Canada, I may frankly state, is to see something of your great country. I have travelled throughout Australia and England many times. I could not tell the number, but I had never seen the journey by the C. P. R. route. The recent visit of Hon. Mr. Bowell to Australia has aroused

great interest in Canada

and Canadian affairs among our people, and therefore I thought it fitting as I had to go to England, that I should come this way in order to familiarize myself as far as possible with the limited time at my disposal, with the resources of your country."

"Can you tell me anything of the proposed conference of Australian and Canadian delegates in reference to the Pacific cable scheme?"

"Yes," replied Sir Thomas. "When I left Australia some weeks ago—doubtless you know that I have visited China and Japan since I left home—the understanding was that there would be a conference in this city in February, but owing to circumstances, which I need not enter into, chiefly the inability of the Australian delegates to get away at this particular time, the conference has been postponed. I have no doubt, however, that, as one of the results of my visit to Canada, we shall be able to convene a conference to take place either here or in Australia. I am heartily in favor of the construction of the Pacific cable under

ENTIRELY BRITISH CONTROL.

"It is true that the Government of which I am a member subsidized the link between Queensland and the French canal settlement of New Caledonia, which is regarded as the first link in the cable to be laid under the control of the French Government. We regarded the line to New Caledonia as likely to be beneficial to us for local purposes, and we are committed to the construction of that link from New Caledonia to whatever port may be selected en route to San Francisco. Doubtless you saw the letter which I sent to Lord Ripon, the Colonial Secretary, in reply to a despatch from him implying that Queensland had been guilty of a disloyal act by our action in connection with the French cable. We consider that there was nothing disloyal in it, or anything of that kind. We contributed to the building of that line because, as I have remarked, it suits us as a local line to New Caledonia. I need hardly say that the scheme which Mr. Sandford Fleming has propounded meets with my hearty approval, and I trust that we shall be able to devise means by which the line will be constructed under British auspices entirely."

"You have not had an opportunity of travelling to Canada by the Huddart line to Vancouver?"

"No, my route was so arranged that I had to go to China and Japan, and consequently came to Canada by the C. P. R. steamers. I have, however, seen the vessels of the Canadian Australian Company in our ports and know that they are performing excellent service. As to the possibilities of trade between Canada and Australia, I am not now in a position to speak with any degree of definiteness. If I ventured an opinion at present it would be simply from what I have read. One of my objects in coming to Canada is to fortify myself by actual observation as to the resources and

extent of your country, and the possibilities of trade between the two countries. I was greatly delighted with my trip across your North-west prairies. It is a magnificent stretch of land and all the way from the Rockies to Winnipeg, and I can well conceive that before many years elapse it will be peopled by millions. Coming from Queensland, I am well able to appreciate the nature of your grand soil. We were greatly delighted with the commodation furnished us by the C. P. R. Their trains are well equipped in every respect and maintain excellent time. It is indeed wonderful to be able to board the cars on the Pacific and touch the water on the Atlantic practically without a change of cars."

"Were you ever in Canada before, Sir Thomas?"

"Yes, for a day or two on my way to San Francisco. My first visit to Canada was paid a dying visit to Toronto. That was 14 years ago, and I was greatly impressed then with the push and energy exhibited by the Toronto people. I hope to return to that city before I leave Canada. The duration of my visit in the Dominion is uncertain. I am now on my way to England, the trip being principally one for the benefit of my health. Naturally I feel somewhat tired after six days on the cars. We had a very long passage all the way from Yokohama to Vancouver, 14 days, and then after six days' continuous travelling on the train I do not feel in very good shape. In a day or two, however, I hope that I shall have overcome the fatigue which I now experience."

Sir Thomas Mollwraith is a bluff and hearty looking Australian and is just verging on 60 years of age. His accent clearly betrays the land of his birth, and yet after

MANY YEARS' RESIDENCE

at the antipodes he is regarded as one of the most devoted sons of the great colony of Queensland. He was born in Ayr, Scotland, in 1833, and was educated there and at Glasgow University. He is a civil engineer by profession, and in that capacity proceeded to Australia, where he secured a position in the Railway Department of Victoria. In 1852, however, he settled in Queensland as a postmaster.

He first entered Parliament in 1868, and held several portfolios until 10 years later when he formed a Government. His party remained in power for four years, and were then defeated. Sir Thomas is well known by his diplomatic association of New Guinea, a performance, however, which was not ratified by the Imperial Government. Viewed in the light of subsequent events, it is not difficult to see that Sir Thomas Mollwraith had probably as keen an insight into the future as the officials of Downing street. One of the best services he rendered to Queensland was the initiation of the English mail service via Torres Straits. For weeks this service was stone-walled by Sir S. W. Griffith and his party, then in opposition to Sir Thomas Mollwraith, but was eventually carried. The result of this mail service was the

OPENING UP OF TRADE

between Europe and the northern parts of Queensland, a trade which before went via Sydney. For many years Sir S. W.

Griffith and Sir Thomas Mollwraith were bitter political opponents, but in 1890, owing to bad times and bad seasons, and at a period when the colony seemed to be getting deep in the mire, the two knights agreed to sink their differences and to help each other to the wheel, in the hope of bettering the colony financially. In this coalition Ministry Sir Thomas occupied the position of Treasurer. The Griffith-Mollwraith Government lasted nearly two years.

Late in 1892, Sir S. W. Griffith retired and Sir Thomas Mollwraith again became Premier of the colony, which position he held until about two months ago. Owing to ill-health, which necessitated his absence from the colony, and his absence from Queensland, he felt that it was only right that the man who had the responsibility should also have the honor, and therefore he resigned the premiership to Mr. Hugh Nelson, who stands out prominently as an illustration of the difference between statesmen and politicians. Although a resident of Queensland for so many years, Sir Thomas is a thorough Scotchman, and takes a great interest in all that pertains to the land of cakes.

Sir Thomas Mollwraith justly ranks as one of the leading statesmen of the Australian colonies. Of broad, comprehensive views, he stands out prominently as an illustration of the difference between statesmen and politicians. Although a resident of Queensland for so many years, Sir Thomas is a thorough Scotchman, and takes a great interest in all that pertains to the land of cakes.

A ROMANTIC STORY.

Two Royal Hearts That Beat as One—Great Fate Decided That They Should Not Meet.

In connection with the journey of Princess Helene of Orleans to Egypt for the benefit of her health, the Paris "Figaro" tells an interesting love story, which is probably not true. Princess Helene, it is declared, never recovered from the shock which she received in the untimely death of the Duke of Clarence, the eldest son of the Prince of Wales. The Duke met the lovely daughter of the Count of Paris at Balmoral when both were visiting the Queen. They fell so deeply in love with each other that they forgot the difference in their religious belief until they came to talk of their marriage. Then the provision of the constitution prohibiting the marriage of a prospective King of England to a Roman Catholic Princess stood out before them in all its severity. Then the Princess remembered that the Princess Marie of Orleans, daughter of the Duke of Chartres, had received permission from the Holy Father to marry the Protestant Prince Waldemar of Denmark on condition that any daughters, resulting from the marriage should be brought up as Catholics. Full of hope she recalled the happy ending of Princess Marie's marriage to Rome, and set out herself to make a like request of the Papal ruler.

She was doomed to disappointment. She fell on her knees before His Holiness, told of her love and begged him to make possible her marriage to the heir of the English crown. The Pope treated her with all kindness, showed her why the union was impossible, and advised her to return to England and tell the Duke to seek another bride. With heart almost broken, she did so; and soon after the announcement of the engagement of the young Duke and the Princess, the Princess Helene was made. The Princess and the Duke of Clarence remained apart as much as possible thereafter; but they were unable to forget their dream. In the fever which preceded the unfortunate Duke's death, it is said that he almost constantly murmured, not the name of his affianced bride, but that of the Princess Helene.

The deep sorrow of the Princess over the death of the Duke is looked upon as a chief obstacle in the way of a possible marriage between her and the Caricature. But it is hardly likely that the Caricature would consent to such a union, were there no other obstacle, at a time when the Russians are on so friendly terms with the English. It will be difficult to find a suitable husband for the most beautiful of the daughters of the royal houses of Europe. Among the heirs of the Roman Catholic families there are few young men whom she would choose; and the heirs of the Protestant families are, of course, not to be considered.

SOME WELL KNOWN CANADIANS.

The Author of "The Brownies" Born in Canada.

Mr. A. A. Stewart, ex-reeve of Kenyon township, Glenora, while digging for gravel in his hen house, unearthed a crock containing \$5,870 in gold. His forefathers were known to have gathered a lot of the precious metal.

Palmer Cox, who writes so entertainingly of the adventures of the Brownies, is a Canadian. He lived at Lucknow, Ont., and is remembered there by old timers as the "drill sergeant" of the first volunteer company ever formed in that village. This company was raised twenty-nine years ago.

The Grand President of the Protestant order in the United States, known there as the A. P. A., is a Mr. Traim, who formerly lived on the York road about a mile from Guelph. The big cutting through his farm, and has been given the family name.

Mr. Clarke Gamble, of Toronto, Sir N. F. Balfour, of Quebec, and Mr. G. W. Wicksteed, of Ottawa, all of whom were called in the year 1832, have been said to be the fathers of the Canadian bar, but a St. John contemporary endeavoring to rob the St. John of their distinction by citing the case of Mr. Richard Carman, who was called in New Brunswick in the year 1830. Mr. Carman is evidently the oldest Canadian lawyer.

English noblemen are the only ones in Europe who ever wear coronets on their heads, and the St. John coronet when they do so is at the coronation of the sovereign. They hold them in their hands through the ceremony, and at the moment when the Archbishop of Canterbury places the crown upon the monarch's head every peer or peeress presents him or her coronet.

Governor Mackintosh's Cabinet is composed of the following: Hon. J. H. Macleod; Mr. J. R. Duff, M. S. M. G.; Mr. Thomas Dwyer, of Medicine Hat; and Mr. William Mitchell, of Duck Lake, all of whom have been in the Legislative Assembly for over six years. The Governor attends the Cabinet meetings, and is said to be a good adviser of his advisers.

Senator Sanford, when in England recently visited Earl Derby, Canada's late Governor-General, at Knowlsey. The Senator says of Knowlsey that it is an immense estate with a princely revenue, delightfully situated within an hour from Liverpool. The residence is very large, perhaps 1,000 feet long. It is noted for its collection of the old masters. The library is enormous, being a series of cabinets or rooms, twenty feet square, opening into a hall extending possibly 200 feet. In the shelves are upon thousands of volumes of ancient and modern literature, many of them gems of priceless value. It is a princely home for a noble pair. Lord and Lady Derby, in conversation with the Senator, made frequent reference to the delightful four years spent in their Dominion.

Mrs. Wm. Houston, who died at Ramsay at the age of eighty-eight, was the mother of five children, among whom are two distinguished sons, Rev. Canon Houston, of Niagara, and Rev. Dean Houston, of Toronto. She came to Canada and settled with her father in the township of Dalhousie. While her father was preparing her home for her at Ramsay, it is related of her that, when all was ready, she with her brother, travelled north, from her father's home to Perth, eighteen miles, to have the marriage ceremony performed, and immediately proceeded with him, walking a further distance of twenty-one miles, to their new home. In that home she lived continuously up to the time of her death.

WEST ONTARIO DAIRYMEN.

Some Interesting Papers and Speeches at the Recent Lagersoll Meeting.

An Ohio Visitor.

John Gould, of Aurora Station, Ohio, gave a lecture on "Practical Experience With the Silo." If we raise crops we must get the best results possible from them. We feed corn to hogs, and they destroy as much during winter as they do in summer. What we want to do is to feed without waste. In the States last year we raised 72,000,000 bushels of corn, and only 10,000,000 were harvested, but if the total crop had been properly harvested there would have been a surplus of 62,000,000 bushels of corn for the national debt. What we wanted was some system that would employ the farmer the whole year round, and not close up shop in the fall, and pull through in the best possible way till spring. In speaking of the silo, Gould said that he had seen a silo in the States that was in the year. He also said he had good success with clover and millet, and intended trying peas next year. He said peas and oats and the silo were the solution of the economical farming question. He thought the silo would do the work of the expense of threshing oats, peas, haying corn and hauling to grain mills to prepare for cattle food, and recommended the silo being built in the barn, saying it would not cost more than 30 cents per ton of capacity. The speaker very lucidly and extensively explained the most economical manner of erecting a silo. He said winter dairying was more profitable than summer, and that it did not cost as much to feed in winter as in summer. He said 50 pounds of ensilage, five pounds of wheat shorts and five pounds of hay to each cow, the aggregate cost of which was about seven and a half cents per head per day.

PROF. H. H. DEAN followed with an address on "Composite milk testing in the factory." Milk is tested by the standard of butter fat it contains for either butter or cheese making. In Guelph they pay \$1.40 per hundred for the milk and sell the refuse milk to the farmers at 15 cents per hundred. The cause of the variety of the milk is the milk of the individuality of the cow which is impossible to change. Another cause is breed. We have five different breeds. One noted for high percentage of fat, while another is noted for low percentage of fat. He said the oftener the milk is tested the better the milk, but this system would not pay. Another cause is care and comfort of the cow. Does feed influence the butter fat in the milk? He gave it as his opinion that it did not to any great extent. His address was a learned and interesting one, and of extracting the butter fat from the milk, and was intelligently discussed by many present.

MR. McPHERSON'S EXPERIENCE.

Mr. D. McPheron, of Lancaster, spoke at some length on his experience, in a practical way, of farming 120 acres of land during the last four years. He said more practical and less theoretical work would be more beneficial to the farmer. The farm he referred to was in a very poor condition and would not pay until he introduced other methods. He first rebuilt the buildings, also erecting a silo. Last year his crops were 80 bushels of corn, 80 tons of hay, with a stock of 70 milk cows, 10 dry cattle and 30 pigs. This winter he is feeding 90 cattle, a number of which are young stock. The amount of salable stock last year was: Milk cows, 30; calves, 30; veal, \$500; fat cattle, \$1,800; making a total of \$4,600. He purchased \$2,000 worth of feed, over what was raised on the farm, and estimated the cost of running the farm as follows: Labor, \$1,200; wear and tear, \$300; leaving a profit of \$1,200. He said that farmers should engage as skillful labor as possible, the same as in any other walk in life. He concluded by saying that farming would pay if done systematically, even if all the work were done by hired labor. The farmers of this country would be working too hard with their hands, and not using their brains. He said a man should know how much grain he was going to sow the next season and lay plans to plough and sow accordingly. He said that commercial fertilizers do not pay only when used to force the crops and counteract the effects of a poor season. Farmers should build stables and silos suitable to preserve the stock and produce of the farm. There was too much of a gap between the agricultural colleges and model farms and the farmer—too much theory and too little practice.

THE NEW OFFICERS.

The following compose the new Board of Directors: President, Andrew Pattullo, Woodstock; first vice-president, A. F. MacLaren, Windsor; second vice-president, J. S. Pearce, London; directors, J. H. MacLaren, John P. Harris, division 8, Harold Edgar, Attlebridge; division 9, J. F. Williams, Ingersoll; division 10, William Dickson, Attlebridge; division 11, Thomas Ballantyne, Stratford; division 12, John Geary, London; division 13, Thomas Geary, Stratford; division 14, John Geary, Stratford; division 15, John Geary, Stratford; division 16, John Geary, Stratford; division 17, John Geary, Stratford; division 18, John Geary, Stratford; division 19, John Geary, Stratford; division 20, John Geary, Stratford; division 21, John Geary, Stratford; division 22, John Geary, Stratford; division 23, John Geary, Stratford; division 24, John Geary, Stratford; division 25, John Geary, Stratford; division 26, John Geary, Stratford; division 27, John Geary, Stratford; division 28, John Geary, Stratford; division 29, John Geary, Stratford; division 30, John Geary, Stratford; division 31, John Geary, Stratford; division 32, John Geary, Stratford; division 33, John Geary, Stratford; division 34, John Geary, Stratford; division 35, John Geary, Stratford; division 36, John Geary, Stratford; 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